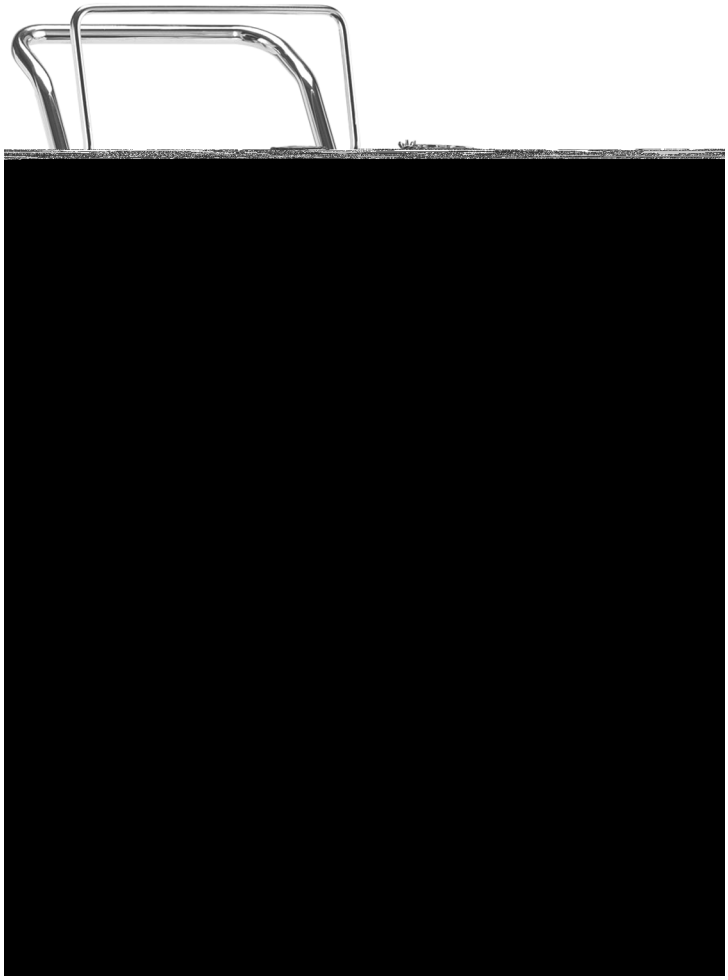
GPX 165
Gas Piston Pump

Owner's Manual

Do not use this equipment before reading this manual!



Model Numbers:

Bare	**0509009**
Complete	**0509039**
Bare w/5 Gal. Siphon	**0509055**
Complete w/5 Gal. Siphon	**0509059**

SprayTECH®
THE DEPENDABLE CHOICE™

NOTE: This manual contains important warnings and instructions. Please read and retain for reference.

SprayTECH
1770 Fernbrook Lane
Minneapolis, MN 55447

Technical Assistance: 1-800-292-4637
Order Entry: 1-800-443-4500
Fax: 1-800-525-9501

www.spraytechinc.com

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Safety Precautions

This manual contains information that must be read and understood before using the equipment. When you come to an area that has one of the following symbols, pay particular attention and make certain to heed the safeguard.

⚠WARNING

This symbol indicates a potential hazard that may cause serious injury or loss of life. Important safety information will follow.

⚠CAUTION

This symbol indicates a potential hazard to you or to the equipment. Important information that tells how to prevent damage to the equipment or how to avoid causes of minor injuries will follow.

NOTE: Notes give important information that should be given special attention.

⚠WARNING

IMPORTANT SAFETY INSTRUCTIONS

A. SAVE THESE INSTRUCTIONS – To reduce the risks of fire or explosion, electrical shock, and the injury to persons, read and understand all instructions included in this manual. Be familiar with the controls and the proper usage of the equipment.

B. WARNING – To reduce the risk of fire or explosion:

1. Do not spray flammable or combustible materials near an open flame, pilot lights or sources of ignition such as hot objects, cigarettes, motors, electrical equipment and electrical appliances. Avoid creating sparks from connecting and disconnecting power cords.
2. For units intended for use with only water-based materials — Do not spray or clean with flammable liquids. For use with water-based liquids only.
3. For units intended for use with only water-based or mineral spirit-type materials with a minimum flash point of 21ºC (69.8ºF) — Do not spray or clean with liquids having a flash point of less than 21ºC (69.8ºF). Flash point is the temperature at which a fluid can produce enough vapor to ignite.
4. Paint or solvent flowing through the equipment is able to result in static electricity. Static electricity creates a risk of fire or explosion in the presence of paint or solvent fumes. All parts of the spray system, including the pump, hose assembly, spray gun and objects in and around the spray area shall be properly grounded to protect against static discharge and sparks. Use only conductive or grounded high-pressure airless paint sprayer hoses specified by the manufacturer.
5. Verify that all containers and collection systems are grounded to prevent static discharge.
6. For electric units — connect to a grounded outlet and use grounded extension cords. Do not use a 3 to 2 adapter.
7. Do not use a paint or solvent containing halogenated

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3. Always use the nozzle tip guard. Do not spray without the nozzle tip guard in place.
4. Only use a nozzle tip specified by the manufacturer.
5. Use caution when cleaning and changing nozzle tips. In the case where the nozzle tip clogs while spraying, ALWAYS lock gun trigger, shut pump off, and release all pressure before servicing, cleaning tip or guard, or changing tip. Pressure will not be released by turning off the motor. The PRIME/SPRAY valve handle must be turned to PRIME to relieve the pressure. Refer to PRESSURE RELIEF PROCEDURE described in the pump manual.
6. Do not leave the unit energized or under pressure while unattended. When the unit is not in use, turn off the unit and relieve the pressure in accordance with the manufacturer's instructions.
7. High-pressure spray is able to inject toxins into the body and cause serious bodily injury. In the event that injection occurs, seek medical attention immediately.
8. Check hoses and parts for signs of damage, a leak can inject material into the skin. Inspect hose before each use. Replace any damaged hoses or parts.
9. This system is capable of producing 3300 PSI / 22.8 MPa. Only use replacement parts or accessories that are specified by the manufacturer and that are rated a minimum of 3300 PSI. This includes spray tips, nozzle guards, guns, extensions, fittings, and hose.
10. Always engage the trigger lock when not spraying. Verify the trigger lock is functioning properly.
11. Verify that all connections are secure before operating the unit.
12. Know how to stop the unit and bleed pressure quickly. Be thoroughly familiar with the controls. Pressure will not be released by turning off the motor. The PRIME/SPRAY valve handle must be turned to PRIME to relieve the pressure. Refer to PRESSURE RELIEF PROCEDURE described in the pump manual.
13. Always remove the spray tip before flushing or cleaning the system.

⚠WARNING

D. WARNING – To reduce the risk of injury:

1. Always wear appropriate gloves, eye protection, clothing and a respirator or mask when painting. Hazardous vapors – Paints, solvents, insecticides, and other materials can be harmful if inhaled or come in contact with body. Vapors can cause severe nausea, fainting or poisoning.
2. Do not operate or spray near children. Keep children away from equipment at all times.
3. Do not overreach or stand on an unstable support. Keep effective footing and balance at all times.
4. Stay alert and watch what you are doing.
5. Do not operate the unit when fatigued or under the influence of drugs or alcohol.
6. Do not kink or over-bend the hose. Airless hose can develop leaks from wear, kinking and abuse. A leak can inject material into the skin.
7. Do not expose the hose to temperatures or pressures in excess of those specified by manufacturer.
8. Do not use the hose as a strength member to pull or lift the equipment.
9. Use lowest possible pressure to flush equipment.
10. Follow all appropriate local, state and national codes governing ventilation, fire prevention and operation.
11. The United States Government Safety Standards have been adopted under the Occupational Safety and Health Act (OSHA). These standards, particularly part 1910 of the General Standards and part 1926 of the Construction Standards should be consulted.
12. Before each use, check all hoses for cuts, leaks, abrasion or bulging of cover. Check for damage or movement of couplings. Immediately replace hose if any of those conditions exist. Never repair a paint hose. Replace with a conductive high-pressure hose.
13. Do not spray outdoors on windy days.
14. Always unplug cord from outlet before working on equipment.

⚠CAUTION

Do not lift by cart handle when loading or unloading.

Gasoline Engine Safety

⚠WARNING

The engine exhaust from this unit contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

1. Gas engines are designed to give safe and dependable service if operated according to instructions. Read and understand the engine Owner's Manual before operating the engine. Failure to do so could result in personal injury or equipment damage.
2. To prevent fire hazards and to provide adequate ventilation, keep the engine at least 1 meter (3 feet) away from buildings and other equipment during operation. Do not place flammable objects close to the engine.
3. Children and pets must be kept away from the area of operation due to a possibility of burns from hot engine components or injury from any equipment the engine may be used to operate.
4. Know how to stop the engine quickly, and understand the operation of all controls. Never permit anyone to operate the engine without proper instructions.
5. Gasoline is extremely flammable and is explosive under certain conditions.
6. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the refueling area or where gasoline is stored.
7. Do not overfill the fuel tank. After refueling, make sure the tank cap is closed properly and securely.
8. Be careful not to spill fuel when refueling. Fuel vapor or spilled fuel may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
9. Never run the engine in an enclosed or confined area. Exhaust contains poisonous carbon monoxide gas; exposure may cause loss of consciousness and may lead to death.
10. The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. To avoid severe burns or fire hazards, let the engine cool before transporting it or storing it indoors.
11. Never ship/transport unit with gasoline in the tank.

Specifications

Gallons per minute (GPM)	1.65 (6.25 LPM)
Maximum tip size	one gun = 0.042" two guns = 0.029" three guns = 0.023" four guns = 0.020"
Maximum pressure	3300 PSI (22.8 MPa)
Power	7.0 HP gas engine
Weight	164 lbs. (74.4 kg)
Maximum hose length	300' (91.4 m)

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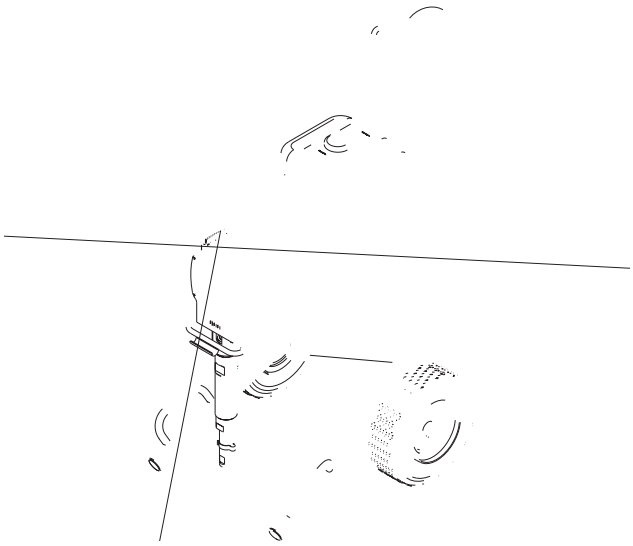
General Description

This airless sprayer is a precision power tool used for spraying many types of materials. Read and follow this instruction manual carefully for proper operating instructions, maintenance, and safety information.



Operation

⚠WARNING

This equipment produces a fluid stream at extremely high pressure. Read and understand the warnings in the Safety Precautions section at the front of this manual before operating this equipment.

Setup

Perform the following procedure before starting the engine of a gas-powered sprayer.

1. Ensure that the siphon tube and the return hose are attached and secure.
2. Attach the supplied grounding cable to a grounded object.
3. Using a wrench, attach a minimum of 50’ of 3/8” nylon airless spray hose to the 3/8” outlet fitting on the filter assembly. Tighten securely.

NOTE: Use 3/8” spray hose for maximum performance, minimum pressure drop, and minimum pressure fluctuation.

4. Attach an airless spray gun to the spray hose. Using two wrenches (one on the gun and one on the hose), tighten securely.

NOTE: Do not attach the tip to the spray gun yet. Remove the tip if it is already attached.

⚠WARNING

Make sure all airless hoses and spray guns are electrically grounded and rated at or above the maximum operating pressure range of the airless sprayer.

5. Turn the pressure control knob fully counterclockwise to its lowest pressure setting.
6. Make sure the sprayer ON/OFF switch is in the OFF position.
7. Fill the fluid section oil cup with approximately one tablespoon of separating oil (P/N 0279920).

⚠CAUTION

Never operate unit for more than ten seconds without fluid. Operating this unit without fluid will cause unnecessary wear to the packings.

4. Move the PRIME/SPRAY valve to the PRIME position.

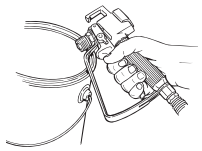
NOTE: Hold the return hose in the waste container when moving the PRIME/SPRAY valve to PRIME in case the sprayer is pressurized.

5. Move the engine ON/OFF switch to the ON position.
6. Start the engine:
   a. Open the fuel valve lever.
   b. Move the throttle lever away from the gas tank.
   c. Close the engine choke lever.
   d. Holding the frame with one hand, pull the starter rope rapidly and firmly. Continue to hold the rope as you let it return. Pull and return the rope until the engine starts.
7. Turn on the sprayer by moving the sprayer ON/OFF switch to the ON position.
8. Slowly turn the pressure control knob clockwise to increase the pressure until fluid starts to come out of the return hose. Use only enough pressure to keep the fluid coming out.
9. Allow the sprayer to run for 15–30 seconds to flush the old solvent out through the return hose and into the metal waste container.
10. Turn the pressure control knob fully counterclockwise to its lowest setting.
11. Turn off the sprayer by moving the sprayer ON/OFF switch to the OFF position.

NOTE: Make sure that the spray gun does not have a tip or tip guard installed.

12. Move the PRIME/SPRAY valve to the SPRAY position.
13. Turn on the sprayer.
14. Turn the pressure control knob slowly clockwise to increase pressure.
15. Unlock the gun by turning the gun trigger lock to the unlocked position.

⚠WARNING



Ground the gun by holding it against the edge of the metal container while flushing. Failure to do so may lead to a static electric discharge, which may cause a fire.

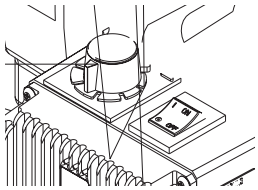
16. Trigger the gun into the metal waste container until the old solvent is gone and fresh solvent is coming out of the gun.
17. Lock the gun by turning the gun trigger lock to the locked position.
18. Set down the gun and increase the pressure by turning the pressure control knob slowly clockwise to its highest setting.
19. Check the entire system for leaks. If leaks occur, turn the sprayer off and follow the “Pressure Relief Procedure” in this manual before tightening any fittings or hoses.
20. Follow the “Pressure Relief Procedure” in this manual before changing from solvent to paint.

⚠WARNING

Be sure to follow the pressure relief procedure when shutting the unit down for any purpose, including servicing or adjusting any part of the spray system, changing or cleaning spray tips, or preparing for cleanup.

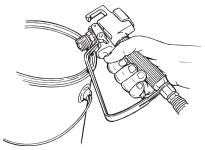
Painting

1. Place the siphon tube into a container of paint.
2. Place the return hose into a metal waste container.
3. Turn the pressure control knob fully counterclockwise to its lowest pressure setting.
4. Move the PRIME/SPRAY valve to the PRIME position.
5. Move the engine ON/OFF switch to the ON position.
6. Start the engine:
   a. Open the fuel valve lever.
   b. Move the throttle lever away from the gas tank.
   c. Close the engine choke lever.
   d. Holding the frame with one hand, pull the starter rope rapidly and firmly. Continue to hold the rope as you let it return. Pull and return the rope until the engine starts.
7. Turn on the sprayer by moving the sprayer ON/OFF switch to the ON position.
8. Slowly turn the pressure control knob clockwise to increase the pressure until fluid starts to come out of the return hose. Use only enough pressure to keep the fluid coming out.
9. Allow the sprayer to run until paint is coming through the return hose into the metal waste container.



10. Turn the pressure control knob fully counterclockwise to its lowest setting.
11. Turn off the sprayer by moving the sprayer ON/OFF switch to the OFF position.
12. Remove the return hose from the waste container and place it in its operating position above the container of paint.
13. Move the PRIME/SPRAY valve to the SPRAY position.
14. Turn on the sprayer.
15. Turn the pressure control knob slowly clockwise to increase pressure.
16. Unlock the gun by turning the gun trigger lock to the unlocked position.

⚠WARNING



Ground the gun by holding it against the edge of the metal container while flushing. Failure to do so may lead to a static electric discharge, which may cause a fire.

17. Trigger the gun into the metal waste container until all air and solvent is flushed from the spray hose and paint is flowing freely from the gun.
18. Lock the gun by turning the gun trigger lock to the locked position.
19. Turn the pressure control knob fully counterclockwise to its lowest setting.
20. Turn off the sprayer.
21. Attach tip guard and tip to the gun as instructed by the tip guard or tip manuals.

⚠WARNING

POSSIBLE INJECTION HAZARD. Do not spray without the tip guard in place. Never trigger the gun unless the tip is in either the spray or the unclog position. Always engage the gun trigger lock before removing, replacing or cleaning tip.

22. Turn on the sprayer.
23. Increase the pressure by turning the pressure control knob slowly clockwise and test the spray pattern on a piece of cardboard. Adjust the pressure control knob until the spray from the gun is completely atomized. Try to keep the pressure control knob at the lowest setting that maintains good atomization.

NOTE: Turning the pressure up higher than needed to atomize the paint will cause premature tip wear and additional overspray.

Pressure Relief Procedure

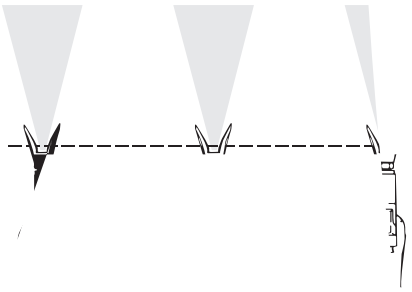
Be sure to follow the pressure relief procedure when shutting the unit down for any purpose, including servicing or adjusting any part of the spray system, changing or cleaning spray tips, or preparing for cleanup.

1. Lock the gun by turning the gun trigger lock to the locked position.
2. Turn off the sprayer by moving the sprayer ON/OFF switch to the OFF position.
3. Turn off the engine by moving the engine ON/OFF switch to the OFF position.
4. Turn the pressure control knob counterclockwise to its lowest setting.
5. Unlock the gun by turning the gun trigger lock to the unlocked position.
4. Hold the metal part of the gun firmly to the side of a metal container to ground the gun and avoid a build up of static electricity.
5. Trigger the gun to remove any pressure that may still be in the hose.
6. Lock the gun by turning the gun trigger lock to the locked position.
7. Move the PRIME/SPRAY valve to the PRIME position.

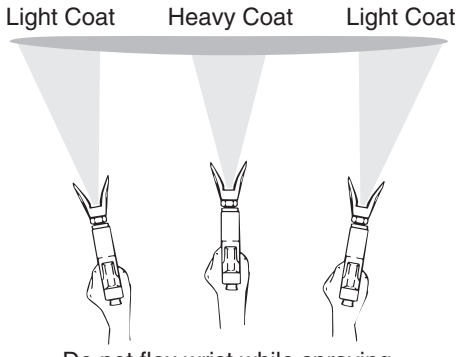
Spraying

Spraying Technique

The key to a good paint job is an even coating over the entire surface. This is done by using even strokes. Keep your arm moving at a constant speed and keep the spray gun at a constant distance from the surface. The best spraying distance is 10 to 12 inches between the spray tip and the surface.



Keep the spray gun at right angles to the surface. This means moving your entire arm back and forth rather than just flexing your wrist.



Do not flex wrist while spraying.

Cleanup

⚠WARNING

Special cleanup instructions for use with flammable solvents:

- Always flush spray gun preferably outside and at least one hose length from spray pump.
- If collecting flushed solvents in a one gallon metal container, place it into an empty five gallon container, then flush solvents.
- Area must be free of flammable vapors.
- Follow all cleanup instructions.

⚠CAUTION

The sprayer, hose, and gun should be cleaned thoroughly after daily use. Failure to do so permits material to build up, seriously affecting the performance of the unit.

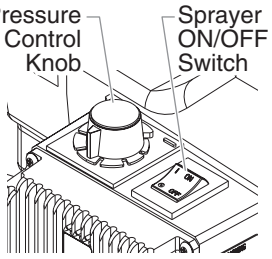
⚠WARNING

Always spray at minimum pressure with the gun nozzle tip removed when using mineral spirits or any other solvent to clean the sprayer, hose, or gun. Static electricity buildup may result in a fire or explosion in the presence of flammable vapors.

1. Follow the “Pressure Relief Procedure” found in the Operation section of this manual.
2. Remove the gun tip and tip guard and clean with a brush using the appropriate solvent.
3. Place the siphon tube into a container of the appropriate solvent (refer to recommendations of the material manufacturer). An example of the appropriate solvent is water for latex paint.
4. Place the return hose into a metal waste container.
5. Move the PRIME/SPRAY valve to its PRIME position.

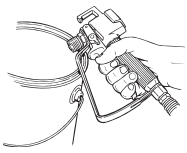
NOTE: Hold the return hose in the waste container when moving the PRIME/SPRAY valve to PRIME in case the sprayer is pressurized.

6. Move the engine ON/OFF switch to the ON position and start the engine.
7. Turn on the sprayer by moving the sprayer ON/OFF switch to the ON position.
8. Slowly turn the pressure control knob clockwise to increase the pressure until fluid starts to come out of the return hose.
9. Allow the solvent to circulate through the sprayer and flush the paint out of the return hose into the metal waste container.



10. Turn the pressure control knob fully counterclockwise to its lowest setting.
11. Turn off the sprayer by moving the ON/OFF switch to the OFF position.
12. Move the PRIME/SPRAY valve to its SPRAY position.
13. Turn on the sprayer.
14. Turn the pressure control knob slowly clockwise to increase pressure.

⚠WARNING



Ground the gun by holding it against the edge of the metal container while flushing. Failure to do so may lead to a static electric discharge, which may cause a fire.

15. Trigger the gun into the metal waste container until the paint is flushed out of the hose and solvent is coming out of the gun.
16. Continue to trigger the spray gun into the waste container until the solvent coming out of the gun is clean.
17. Follow the “Pressure Relief Procedure” found in the Operation section of this manual.
18. Store the sprayer in a clean, dry area.

Do not store the sprayer under pressure.

Cleaning the Spray Tip

1. Flush the gun with solvent immediately after the work is completed.
2. Oil the sliding pins to prevent them from seizing up.

Should the spray tip become clogged, reverse the spray tip with the lever and pull the trigger. Once the obstruction comes out of the spray tip, release the trigger, reverse the spray tip back to the spray pattern setting, and resume spraying.

⚠WARNING

Do not attempt to clean the tip with your finger.

Do not use a needle or other sharp pointed instrument to clean the tip. The hard tungsten carbide is brittle and can be chipped.

Maintenance

⚠WARNING

Before proceeding, follow the Pressure Relief Procedure outlined previously in this manual. Additionally, follow all other warnings to reduce the risk of an injection injury, injury from moving parts, or electric shock.

NOTE: All Honda engine work should be performed by a Honda authorized service center.

General Repair and Service Notes

The following tools are needed when repairing this sprayer:

Phillips screwdriver	3/8" hex wrench
needle-nose pliers	5/16" hex wrench
adjustable wrench	1/4" hex wrench
rubber mallet	3/16" hex wrench
flat-blade screwdriver	1/8” hex wrench
1/2” open-end wrench	7/8” open-end wrench

1. Before repairing any part of the sprayer, read the instructions carefully, including all warnings.

⚠CAUTION

Never pull on a wire to disconnect it. Pulling on a wire could loosen the connector from the wire.

2. Test your repair before regular operation of the sprayer to be sure that the problem is corrected. If the sprayer does not operate properly, review the repair procedure to determine if everything was done correctly. Refer to the Troubleshooting section to help identify other possible problems.

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3. Make certain that the service area is well ventilated in case solvents are used during cleaning. Always wear protective eyewear while servicing. Additional protective equipment may be required depending on the type of cleaning solvent. Always contact the supplier of solvents for recommendations.
4. If you have any further questions concerning your SprayTECH airless sprayer, call SprayTECH:

Technical Service.....**1-800-292-4637**
Fax **1-800-525-9501**

Maintaining the Engine

⚠WARNING

When transporting a sprayer with a gas engine, make sure the fuel is shut off.

NOTE: For detailed engine specifications and maintenance, refer to the separate engine manual supplied with this sprayer.

Important Facts Concerning this Sprayer

This gas-powered sprayer contains a clutch that engages when the sprayer is pumping. The sprayer's pressure control system engages and disengages the clutch to control pressure. To prevent unnecessary wear to the clutch, it is advisable to adjust the engine speed and pressure setting to limit the amount of times the clutch engages and disengages. To reduce clutch wear, refer to the following examples.

Example:

Operating one gun with a .019 tip — reduce the engine speed by adjusting the throttle to a low or medium setting and increase pressure only until the heavy ends of the spray pattern have been eliminated.

Example:

Operating one gun with .023 tip — increase engine speed to a higher setting and increase pressure until the heavy ends of the spray pattern have been eliminated.

Example:

Spraying light-bodied materials at low pressure — to reduce surging at the gun and to decrease clutch wear, reduce the engine speed to idle and reduce pressure until the desired spray pattern is achieved.

Routine Engine Maintenance

Daily

- Check and fill the gas tank.
- After the first 20 hours of operation, drain the oil and refill with clean oil. Check the engine oil level and fill as necessary.

Weekly

- Remove the cover of the air filter and clean the element. Replace the element if necessary. If operating in an unusually dusty environment, check the filter daily and replace if necessary. (Replacement elements can be purchased from your local SprayTECH dealer.)
- After each 50 hours of operation: Change the engine oil.

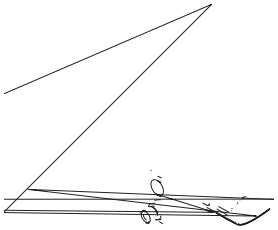
Spark Plug

- Use only a (NKG) BP6ES plug.
- Gap the plug 0.025" – 0.030" (0.7 – 0.8 mm).
- Make sure to use a spark plug wrench when installing and removing the plug.

Replacing the Filter

1. Loosen and remove the filter body by hand.
2. Remove the filter and filter support spring spring from the filter housing.
3. Remove the filter support spring and adapter from inside the filter.
4. Inspect the filter. Based on inspection, clean or replace the filter.
5. Inspect the filter housing o-ring. Based on inspection, clean or replace the o-ring.
6. Slide the new or cleaned filter over the adapter and filter support spring. Place the filter and filter support spring into the center of the filter housing.
7. Clean the inside of the filter body.
8. Slide the filter body over the filter and thread it into the filter housing until secure. Make sure the filter spring is in position on top of the filter.

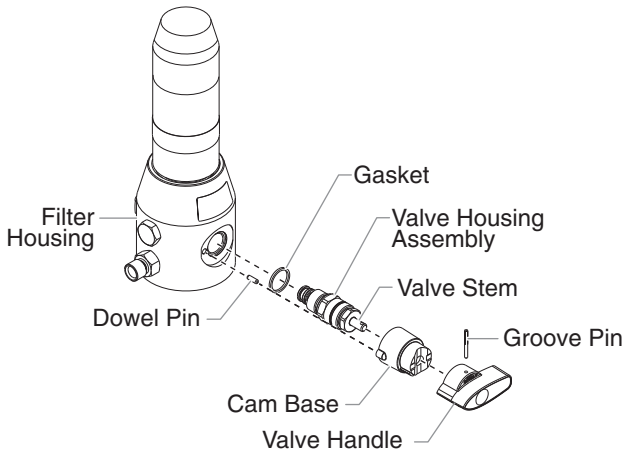
NOTE: The filter body should be hand-tightened, but make sure it is seated fully into the filter housing.



Replacing the PRIME/SPRAY Valve

Perform the following procedure using PRIME/SPRAY valve replacement kit P/N 0507690.

1. Drive the groove pin out of the valve handle.
2. Remove the valve handle and the cam base.
3. Using a wrench, loosen and remove the valve housing assembly.
4. Make sure the gasket is in place and thread the new valve housing assembly into the filter housing. Tighten securely with a wrench.
5. Place the cam base over the valve housing assembly. Lubricate the cam base with grease and line up the cam with the filter block using the dowel pin.
6. Line up the hole on the valve stem with the hole in the valve handle.
7. Insert the groove pin into the valve handle and through the valve stem to secure the valve handle in position.



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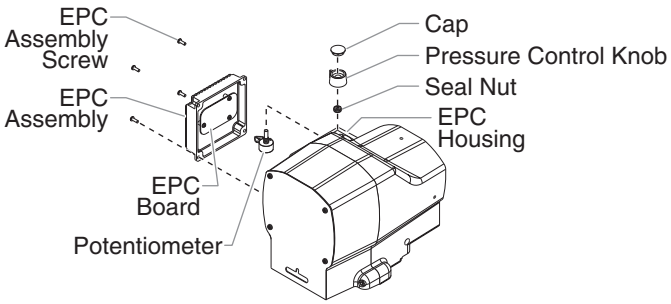
Replacing the Potentiometer

⚠WARNING

Electrostatic discharge (ESD) potential could cause damage to electronic pressure control. Use SprayTECH ESD wrist strap P/N 0507958 or equivalent when working on electronic pressure control.

1. Perform the Pressure Relief Procedure.
2. Pry off the pressure control knob cap to expose the knob tension nut.
3. Turn the pressure control knob fully counterclockwise to the minimum pressure setting.
4. Using a 5/16” socket, loosen the tension nut in the center of the knob. Remove the knob.
5. Using a Phillips screwdriver, remove the four screws that secure the electronic pressure control (EPC) assembly to the EPC housing. Carefully remove the EPC assembly from the housing. Gently move the assembly away from the sprayer and allow the assembly to hang from the housing.



6. Hold the potentiometer inside the EPC housing while using a 1/2” thin wall socket to remove the seal nut that secures the potentiometer to the mounting plate. Remove the potentiometer from the EPC housing.
7. Carefully remove the potentiometer wires from their connection point on the EPC board.
8. Insert the stem of the new potentiometer through the hole in the mounting plate from inside the EPC housing. Position the protruding tab on the potentiometer face into the hole on the underside of the mounting plate (the wires will face the open side of the EPC housing).
9. Thread the seal nut onto the threaded portion of the stem and tighten using a 1/2” thin wall socket.

⚠CAUTION

Do not over-tighten the seal nut.

10. Turn the potentiometer stem fully counterclockwise.
11. Place the pressure control knob on the potentiometer stem with the indicator tab resting at the “minimum pressure” tab on the mounting plate.
12. Tighten the knob tension nut using a 5/16” socket.

⚠CAUTION

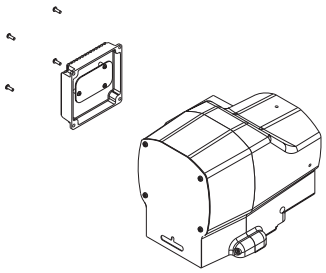
Do not over-tighten the knob tension nut. Over-tightening will damage the potentiometer.

13. Connect the potentiometer wires to the EPC board. The protruding tab on the EPC board connector will mate with the slot on the potentiometer wires connector. The connector on the end of the potentiometer wires and the connector on the EPC board will mate only one way. Do not force the connectors together.
14. Carefully place the EPC assembly over the EPC housing taking care not to pinch any wires.
15. Install the four screws that secure the EPC assembly to the EPC housing. Tighten securely.

Replacing the Sprayer ON/OFF Switch

Electrostatic discharge (ESD) potential could cause damage to electronic pressure control. Use SprayTECH ESD wrist strap P/N 0507958 or equivalent when working on electronic pressure control.

1. Perform the Pressure Relief Procedure.
2. Using a Phillips screwdriver, remove the four screws that secure the electronic pressure control (EPC) assembly to the EPC housing. Carefully remove the EPC assembly from the housing. Gently move the assembly away from the sprayer and allow the assembly to hang from the housing.
3. Locate the bottom of the sprayer ON/OFF switch inside the EPC housing.



4. Disconnect the switch wires from the sprayer ON/OFF switch. Remember the locations of each of the two wires (label the wires, if necessary).
5. Depress the mounting tabs on each corner of the sprayer ON/OFF switch inside the EPC housing and remove the switch through the top of the housing.
6. Snap the new sprayer ON/OFF switch into the switch hole in the EPC housing.
7. Connect the two switch wires to the new sprayer ON/OFF switch. Make sure the wires are connected to the corresponding terminals from which they were removed (refer to the labels created earlier in this procedure or the electrical schematic in the Parts List section of this manual).
8. Carefully place the EPC assembly over the EPC housing taking care not to pinch any wires.
9. Install the four screws that secure the EPC assembly to the EPC housing. Tighten securely.

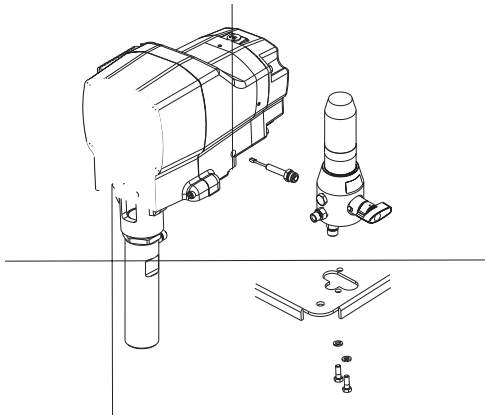
Replacing the Transducer

Electrostatic discharge (ESD) potential could cause damage to electronic pressure control. Use SprayTECH ESD wrist strap P/N 0507958 or equivalent when working on electronic pressure control.

1. Perform the Pressure Relief Procedure.
2. Using a Phillips screwdriver, remove the four screws that secure the electronic pressure control (EPC) assembly to the EPC housing. Carefully remove the EPC assembly from the housing. Gently move the assembly away from the sprayer and allow the assembly to hang from the housing.
3. Locate the transducer wire in the EPC housing. This wire will be protruding from a hole in the lower left hand corner of the EPC housing. Disconnect this wire from the EPC board (it has a phone jack-style connector).
4. Break off the locking tab from the phone jack-style connector at the end of the transducer wire.
5. Using a 7/8” open-end wrench, loosen and remove the fluid hose from the fitting on the bottom of the filter assembly.
6. Using a 9/16” open-end wrench, loosen and remove the return hose from the bottom of the filter assembly.
7. Using a 1/2” socket, remove the two hex screws that secure the filter assembly to the cart.
8. Lift the filter assembly off the cart so that the transducer tube moves out of the hole in the gear housing. Gently pull the transducer wire through the housing until it is fully disengaged from the hole.
9. Mount the filter assembly in a vise for easy access to the transducer.

Do not over-tighten the vise.

10. Using a 3/4” open-end wrench, turn the transducer nut counterclockwise to remove the transducer from the filter housing.
11. Locate the new transducer. Make sure that there is a white, Teflon o-ring on the end of the transducer that gets inserted into the filter housing.
12. Insert the transducer into the filter housing port. Rotate the transducer nut clockwise to tighten it into the filter housing. Torque the nut to 360–400 in./lbs.
13. Remove the filter assembly from the vise.

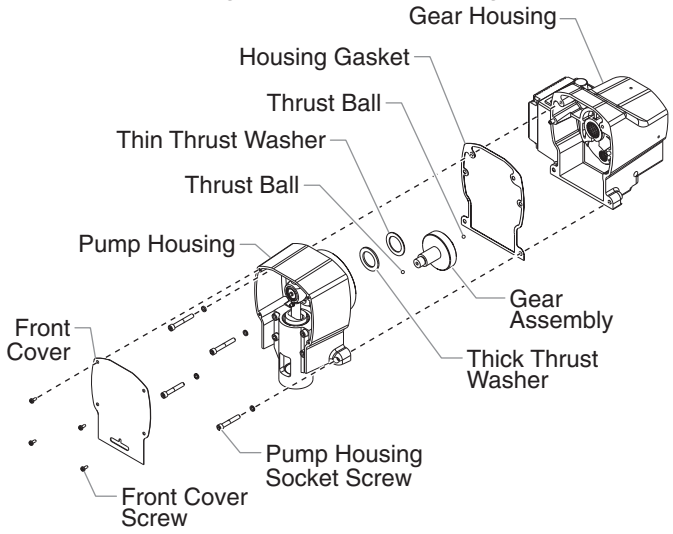


Replacing the Slider Assembly and Slider Housing

1. Start the engine (refer to the procedures in the Operation section of this manual). Turn the pressure control knob clockwise to its maximum pressure setting.
2. Toggle the sprayer ON/OFF switch between the ON and OFF positions in short bursts until the slider assembly stops in a position where the fluid section connecting pin and retaining ring are visible through the slot in the slider housing.
3. Turn off the engine and perform the Pressure Relief Procedure.
4. Using a Phillips screwdriver, remove the four front cover screws. Remove the front cover.
5. Slide the retaining ring up on the slider assembly to expose the connecting pin.
6. Push the connecting pin forward through the slider assembly and piston. The connecting pin will fall out from the rear window of the slider housing where it can be retrieved.
7. Using a 7/8” open-end wrench, loosen and remove the fluid hose from the fitting on the back of the fluid section.
8. Using a 21/4” wrench, loosen the fluid section jam nut. Turn the fluid section counterclockwise by until it disengages from the slider housing.
9. Using a 5/16” hex wrench, remove the four socket screws and lock washers that secure the slider housing to the pump housing.
10. Remove the slider housing and slider assembly by pulling it straight out from the pump housing. The slider housing assembly will disengage from the pump housing dowel pins and the connecting rod will disengage from the crankshaft.
11. Remove the slider assembly from the slider housing by grasping the bearing end of the connecting rod and lifting it straight out from the slider housing.
12. Check the parts for wear.
    a. If the slider housing bushing is scored or out of round it should be replaced.
    b. If the slider assembly is scored or the connection between the connecting rod and slider assembly exhibits movement other than pivoting movement, the slider assembly should be replaced. The slider assembly also should be replaced if the connecting rod bearing shows signs of wear.
    c. Any parts that will be reused should be cleaned thoroughly, including the connecting rod. Also, clean the crankshaft pin that the connecting rod bearing rides on.
    d. If a new slider assembly will be used, remove the retaining ring from the bottom of the old slider assembly and slide it onto the new assembly so that it rests above the connecting pin hole.
13. Lubricate the inside diameter of the slider housing and the outside diameter of the slider assembly with oil. Fill the slider cup with Lubriplate 3000W grease (the slider cup is the area on the slider assembly where the connecting rod and slider housing join and pivot).
14. Insert the slider assembly into the bushing end of the slider housing.

Replacing the Gears

1. Perform the Pressure Relief Procedure.
2. Using a Phillips screwdriver, remove the four front cover screws. Remove the front cover..
3. Using a 7/8” open-end wrench, loosen and remove the fluid hose from the fitting on the back of the fluid section.
4. Locate the four socket screws that secure the pump housing to the gear housing. Two are at the inside top of the pump housing and two are located on the external bosses at the bottom of the pump housing.
5. Using a 1/4” hex wrench, remove the four socket screws that secure the pump housing to the gear housing.
6. Slide the pump housing assembly away from the gear housing.
7. Remove and clean the housing gasket. Replace if damaged.
8. Remove the gear assembly and the 1/4” thrust balls from within the bearing bores that support the gear.



9. Inspect the gears for excessive wear and replace if damaged or worn. If the gear assembly is replaced, replace the two thrust balls as well.
10. Inspect the pinion gear on the end of the drive shaft for wear. Replace if damaged or worn (refer to the “Servicing the Clutch Assembly” procedure in this section).
11. Inspect the output gear and the two thrust washers on the end of the crankshaft in the pump housing for wear. This gear is permanently attached to the crankshaft and pump housing. If this gear is worn, the pump housing must be replaced.

NOTE: If replacing the pump housing , first remove the fluid section, slider housing, and slider assembly from the pump housing (refer to the “Replacing the Slider and Slider Housing” procedure in this section).

12. Replace the thrust washers if worn. If the pump housing assembly is replaced, replace the thrust washers as well.

NOTE: If any of the gears are worn and require replacement, check the grease in the gear housing for metal particles or shavings. Remove the contaminated grease. Replace the grease that has been removed with fresh Lubriplate GR-132 grease.

13. Coat each of the thrust balls with a generous amount of grease. Install the thrust balls — one in the gear housing bore and one in the pump housing bore.
14. Coat the gear assembly with fresh Lubriplate GR-132 grease. Insert the gear assembly into the bore in the pump housing, pinion end first.
15. Generously coat both faces of each of the crankshaft thrust washers with grease.
16. Place the thick thrust washer onto the crankshaft up against the gear hub. Next, place the thin thrust washer up against the thick washer on the crankshaft.
17. Place the housing gasket over the gear housing dowel pins.
18. Carefully place the pump housing assembly in front of the gear housing assembly, lining up the gear housing dowel pins with their corresponding holes in the pump housing. Slide the pump housing onto the gear housing until there is no gap between the housings and gasket.

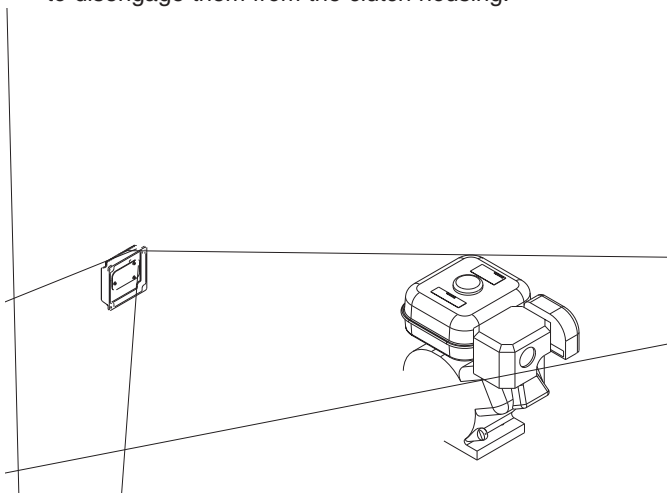
Do not force the pump housing and gear housing together.

19. Locate the four socket screws and lock washers that secure the pump housing to the gear housing. The longer screws (2.25”) are fastened into the top internal holes. The shorter screws (2”) are fastened into the bottom external bosses.
20. Using a 1/4” hex wrench, snug and tighten the socket screws in a crossing pattern. Torque to 200–230 in./lbs.
21. If the slider, slider housing, and fluid section were removed, reinstall by following the steps in the “Replacing the Slider and Slider Housing” procedure in this section.
22. Position the front cover over the pump housing. Secure the front cover using the four front cover screws.
23. Using a 7/8” open-end wrench, attach the fluid hose to the fitting on the back of the fluid section. Tighten securely.

Servicing the Clutch Assembly

Removing/Replacing the Clutch Hub and Armature Assembly

1. Perform the Pressure Relief Procedure.
2. Using a 7/8” open-end wrench, loosen and remove the fluid hose from the fitting on the back of the fluid section.
3. Hold the transducer tube with a pliers to prevent it from rotating and turn the transducer nut counterclockwise using a 3/4” open-end wrench. When the nut disengages the filter housing, carefully remove the transducer from the filter housing.
4. Locate the wire that exits the rear of the electronic pressure control (EPC) housing and connects to the wire harness on the engine. Disconnect this wire from its connector at the engine wire harness.
5. Using a 1/2” wrench, remove the four hex screws and lock washers that secure the clutch housing to the gear housing.
6. Using a 9/16” socket, remove the two hex screws that secure the gear housing to the cart.
7. Slide the pump and gear housings away from the engine to disengage them from the clutch housing.



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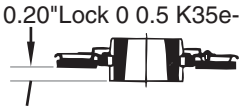
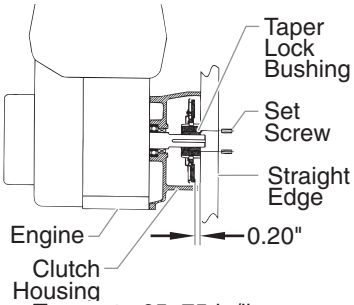
8. Locate the clutch hub and armature assembly on the end of the engine shaft. Note the two set screws as well as the unused, threaded hole in the taper lock bushing at the center of the clutch hub.
9. Using an 1/8” hex wrench, remove the two set screws from the taper lock bushing
10. Thread one of the set screws into the unused, threaded hole on the taper lock bushing. As the screw tightens, the bushing will loosen. Once the bushing has loosened enough, slide the clutch hub and armature assembly off the engine shaft.
11. Before replacing the clutch hub and armature assembly the proper “set back” must be created. Using the SprayTECH hub set-up tool (P/N 0509925), create a “set back” of 0.20” between the friction surface of the clutch armature and the forward face of the clutch hub.

NOTE: A new clutch hub and armature assembly will come pre-assembled, but the “set back” will not be correct. The “set back” must still be created using the hub set-up tool.



12. Line up the three holes in the taper lock bushing with the three holes in the clutch hub and insert the bushing into the center of the clutch hub.
13. Line up the key on the taper lock bushing with the keyway on the engine shaft and slide the assembly onto the shaft with the holes facing out.
14. Apply blue Loctite to the two set screws and insert the screws into the taper lock bushing. Tighten the set screws only two turns at this time.
15. Line up the forward face of the clutch hub with the front face of the clutch housing. Using an 1/8” hex wrench, alternately tighten the set screws into the taper lock bushing. Torque to 65–75 in/lbs.



NOTE: To ensure the clutch hub and the clutch housing are aligned, hold a straight edge across the face of the clutch housing and then hold the clutch hub against the back of the straight edge while tightening the two set screws into the taper lock bushing.

16. Make sure the friction surface of the clutch armature is clean and free from oil or grease.

Removing the Clutch Rotor, Clutch Field, and Drive Shaft Assembly

1. Follow steps 1–7 in “Removing/Replacing the Clutch Hub and Armature Assembly.”
2. Locate the clutch rotor assembly on the end of the drive shaft assembly. Note the locations of the three socket screws and the two empty, threaded holes on the clutch rotor.
3. Using a 3/16” hex wrench, remove the three socket screws and lock washers that secure the clutch rotor to the drive shaft assembly.
4. Thread two of the socket screws into the empty, threaded holes and tighten alternately. This will push the clutch rotor away from the drive shaft assembly and pinion.

⚠WARNING

Electrostatic discharge (ESD) potential could cause damage to electronic pressure control. Use SprayTECH ESD wrist strap P/N 0507958 or equivalent when working on electronic pressure control.

5. Line up the four holes around the outside of the clutch field with the four set screw holes in the gear housing. The clutch field wires should be at approximately the 1 or 2 o'clock position.
6. Route the two clutch field wires through the grommet and into the EPC housing.
7. Carefully slide the clutch field into its bore in the gear housing until it "bottoms out" within the housing. Do not pinch the clutch field wires during installation.

NOTE: Apply blue Loctite to the four clutch field set screws prior to installation.

8. Thread one of the set screws into its hole. Using an 1/8" hex wrench, rotate the screw slowly until it contacts the clutch field. **Do not tighten the set screw**. The tip of the set screw should mate with the drill point hole in the field. Check the clutch field for rotation. If it rotates within its bore, the set screw is not seated within the drill point.
9. When the set screw is properly seated, install the remaining three set screws. **Do not tighten the set screws.**
10. Using a crossing pattern, tighten each of the setscrews until they are snug. Once all four set screws are snug, use a crossing pattern to tighten and torque the set screws to 30–40 in./lbs.

⚠CAUTION

It is very important to evenly snug, tighten, and torque the clutch field set screws in a crossing pattern. This ensures the clutch field will stay centered in the gear housing.

11. Line up the three screw holes and dowel pin hole on the clutch rotor with the screw holes and dowel pin on the drive shaft assembly hub. Place the clutch rotor onto the hub.
12. Using a 3/16" hex wrench, thread the three socket screws and lock washers through the clutch rotor and into the drive shaft assembly hub. Evenly snug, tighten, and torque the socket screws to 75–85 in/lbs.
13. Make sure the friction surface of the clutch rotor is clean and free from oil or grease.
14. Follow steps 17–20 in the "Replacing the Gears" procedure to mate the pump housing with the gear housing.

⚠WARNING

Electrostatic discharge (ESD) potential could cause damage to electronic pressure control. Use SprayTECH ESD wrist strap P/N 0507958 or equivalent when working on electronic pressure control.

15. Locate the two clutch field wires in the EPC housing. Gently pull the wires fully into the EPC housing so that there is no slack in the gear housing. Connect the wires to their proper terminals on the EPC board (refer to the labels created earlier in this procedure or the electrical schematic in the Parts List section of this manual).
16. Carefully place the EPC assembly over the EPC housing taking care not to pinch any wires.
17. Install the four screws that secure the EPC assembly to the EPC housing. Tighten securely.

Mating the Gear Housing and the Clutch Housing

1. Place the gear housing assembly onto the cart in front of the clutch housing. Line up the dowel pins in the gear housing with their corresponding holes in the clutch housing. Slide the gear housing assembly onto the clutch housing until there is no gap between the housings.
2. Thread the four hex screws and lock washers through the clutch housing and into the gear housing.
3. Using a 1/2" wrench, snug and tighten the hex screws in a crossing pattern. Torque to 140–155 in./lbs.
4. Using a 9/16" socket, thread the two hex screws that secure the gear housing to the cart through the underside of the cart and into the gear housing. Torque to 100–120 in./lbs.
5. Connect the wire from the EPC housing to its mating connector on the engine wire harness.
6. Make sure that there is a white Teflon o-ring on the end of the transducer that gets inserted into the filter housing. Insert the transducer into the filter housing port.
7. Hold the transducer tube with a pliers to prevent it from rotating, and turn the transducer nut clockwise with a 3/4" open-end wrench to tighten it into the filter housing. Torque the nut to 360–400 in./lbs.

Checking the Clutch Gap

1. Remove the plastic plug from the top of the clutch housing. Look through the port to locate the clutch armature and the clutch rotor.
2. Check the gap between the clutch armature and the clutch rotor using a .016" feeler gauge and a .035" feeler gauge.
   a. Insert each feeler gauge through the port and into the gap between the clutch armature and the clutch rotor. The .016" feeler gauge should fit in the gap. The .035" feeler gauge should not fit in the gap.
   b. Pull the engine pull cord several times to rotate the clutch armature, checking the gap with each feeler gauge between each pull.
   c. If the .016" gauge does not fit or the .035" gauge does fit at any checkpoint, the gap must be readjusted. This is done by relocating the clutch hub and armature assembly on the engine shaft. Refer to the "Removing/Replacing the Clutch Hub and Armature Assembly" procedure.

Servicing the Fluid Section

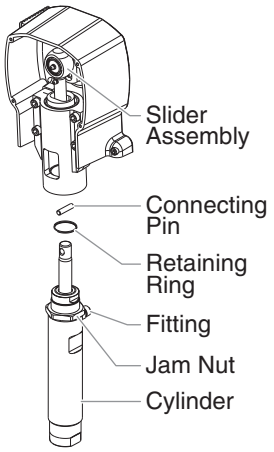
Use the following procedures to service the valves and repack the fluid section.

1. Start the engine (refer to the procedures in the Operation section of this manual). Turn the pressure control knob clockwise to its maximum pressure setting.
2. Toggle the sprayer ON/OFF switch between the ON and OFF positions in short bursts until the slider assembly stops in a position where the fluid section connecting pin and retaining ring are visible through the slot in the slider housing.
3. Turn off the engine and perform the Pressure Relief Procedure.

⚠WARNING

Before proceeding, follow the Pressure Relief Procedure outlined previously in this manual. Additionally, follow all other warnings to reduce the risk of an injection injury, injury from moving parts or electric shock.

4. Remove the return hose from the clamp on the siphon tube. Unscrew the siphon tube from the inlet valve housing.
5. Loosen and remove the fluid hose from the fitting on the back of the cylinder of the fluid section.
6. Loosen and remove the four front cover screws. Remove the front cover.
7. Slide the retaining ring up on the slider assembly to expose the connecting pin.
8. Push the connecting pin forward through the slider assembly and piston. The connecting pin will fall out from the rear window of the slider housing where it can be retrieved.



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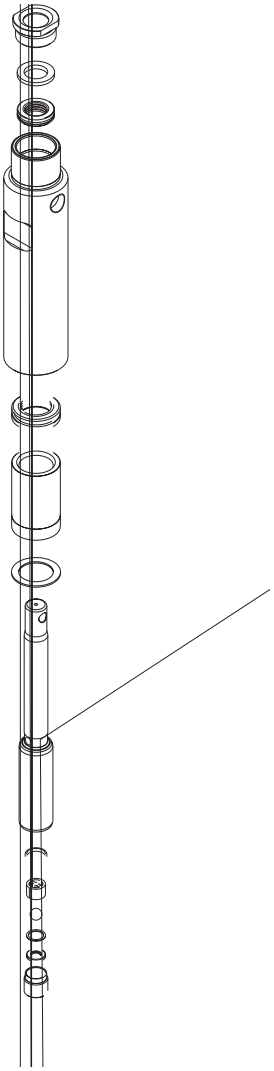
9. Using a wrench, turn the jam nut counterclockwise to loosen it from the pump housing.
10. Turn the fluid section counterclockwise to remove it from the pump housing.
11. Place the fluid section cylinder upright in a vise by clamping on the wrench flats.

12. Loosen and remove the inlet valve housing from the cylinder.
13. Remove the inlet cage, inlet valve ball, inlet valve seat, and o-ring from the inlet valve.
14. Clean out any debris in the inlet valve housing and examine the housing and the inlet valve seat. If the seat is damaged, reverse to the unused side or replace the seat.
15. Using a wrench, remove the upper seal retainer.
16. Slide the piston rod out through the bottom of the cylinder.
17. Inspect the piston rod for wear and replace if necessary.
18. Remove the adapter ring and upper packing assembly from the top of the cylinder.
19. Remove the seal washer, lower support ring and lower packing assembly from the bottom of the cylinder.



NOTE: Be careful not to scratch, score, or otherwise damage the cylinder during removal of the packing assemblies.

20. Remove the cylinder from the vise.
21. Insert the connection pin through the hole at the top of the piston rod and clamp each end of the connecting pin in the vise. This will hold the piston rod in position for disassembly.

NOTE: Do not clamp the piston rod directly in the vise. Damage to the piston rod will occur.

22. Using a 3/8” hex wrench, loosen and remove the outlet valve retainer from the piston rod.
23. Remove the outlet valve seal, outlet cage, outlet valve ball, nylon washer, and outlet valve seat from the outlet valve retainer.
24. Clean out any debris and examine the retainer and outlet valve seat. If the seat is damaged, reverse to the unused side or replace the seat.
25. Clean and inspect the outlet cage and outlet valve ball. Replace if they are worn or damaged.

45. Continue to turn the cylinder clockwise until the jam nut is flush against the pump housing.

46. Once the nipple is positioned, turn the jam nut clockwise until it contacts the pump housing.
47. Tighten the jam nut with a wrench to tighten it against the pump housing. Torque to 680–720 in./lbs.
48. Attach the high-pressure hose to the fitting on the back of the cylinder and tighten with a wrench. Do not kink the hose.
49. Insert the lower support ring and new seal washer into the bottom of the cylinder.
50. Making sure that the new Viton o-ring and new Teflon back-up ring are lubricated and in place, reassemble the inlet valve assembly and thread it into the cylinder. Use the new parts supplied with the packing kit during reassembly. Tighten the inlet valve housing until the o-ring engages, then continue to tighten until snug.
51. Using a wrench, hold the cylinder by the wrench flats and torque the inlet valve housing to 1020–1080 in./lbs.
52. Thread the siphon tube into the inlet valve housing and tighten securely. Make sure to wrap the threads on the siphon tube with Teflon tape before assembly. Replace the return hose into the clamp on the siphon tube.
53. Place the front cover on the pump housing and secure in position using the four front cover screws.
54. Turn on the sprayer by following the procedure in the “Operation” section of this manual and check for leaks.

NOTE: Repacking kit P/N 0509940 is available. For

Troubleshooting

Problem	Cause	Solution
The unit will not run.	1. The pressure is set too low.	1. Turn the pressure control knob clockwise to supply power to the unit and increase the pressure setting.
	2. Faulty or loose wiring.	2. Inspect or take to a SprayTECH authorized service center.
	3. The gas tank is empty.	3. Fill the gas tank.
The unit will not prime.	1. The PRIME/SPRAY valve is in the SPRAY position.	1. Rotate the PRIME/SPRAY valve clockwise to the PRIME position.
	2. Air leak in the siphon tube/siphon set.	2. Check the siphon tube/siphon set connection and tighten or re-tape the connection with Teflon tape.
	3. The pump filter and/or inlet screen is clogged.	3. Remove the pump filter element and clean. Remove the inlet screen and clean.
	4. The siphon tube/siphon set is clogged.	4. Remove the siphon tube/siphon set and clean.
The unit will not build or maintain pressure.	1. The spray tip is worn.	1. Replace the spray tip following the instructions that came with the spray gun.
	2. The spray tip is too large.	2. Replace the spray tip with a tip that has a smaller orifice following the instructions that came with the spray gun.
	3. The pressure control knob is not set properly.	3. Turn the pressure control knob clockwise to increase the pressure setting.
	4. The pump filter, gun filter, or inlet screen is clogged.	4. Remove the pump filter element and clean. Remove the gun filter and clean. Remove the inlet screen and clean.
	5. Material flows from the return hose when the PRIME/SPRAY valve is in the SPRAY position.	5. Clean or replace the PRIME/SPRAY valve.
	6. Air leak in the siphon tube/siphon set.	6. Check the siphon tube/siphon set connection and tighten or re-tape the connection with Teflon tape.
	7. There is external fluid leak.	7. Check for external leaks at all connections. Tighten connections, if necessary.
	8. There is an internal fluid section leak (packings are worn and/or dirty, valve balls are worn).	8. Clean the valves and service the fluid section following the “Servicing the Fluid Section” procedure in the Maintenance section of this manual.
	9. Worn valve seats	9. Reverse or replace the valve seats following the “Servicing the Fluid Section” procedure in the Maintenance section of this manual.
Fluid leakage at the upper end of the fluid section.	1. The upper packings are worn.	1. Repack the pump following the “Servicing the Fluid Section” procedure in the Maintenance section of this manual.
	2. The piston rod is worn.	2. Replace the piston rod following the “Servicing the Fluid Section” procedure in the Maintenance section of this manual.
Excessive surge at the spray gun.	1. Wrong type of airless spray hose.	1. Replace hose with a minimum of 50’ of 3/8” grounded textile braid airless paint spray hose.
	2. The spray tip worn or too large.	2. Replace the spray tip following the instructions that came with the spray gun.
	3. Excessive pressure.	3. Rotate the pressure control knob counterclockwise to decrease spray pressure.
Poor spray pattern.	1. The spray tip is too large for the material being used.	1. Replace the spray tip with a new or smaller spray tip following the instructions that came with the spray gun.
	2. Incorrect pressure setting.	2. Rotate the pressure control knob to adjust the pressure for a proper spray pattern.
	3. Insufficient fluid delivery.	3. Clean all screens and filters.
	4. The material being sprayed is too viscous.	4. Add solvent to the material according to the manufacturer's recommendations.
The unit lacks power.	1. The pressure adjustment is too low.	1. Rotate the pressure control knob clockwise to increase the pressure setting.

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Consignes de sécurité

Le présent manuel comprend des renseignements devant être lus attentivement avant toute utilisation de l'appareil. Lorsque l'un des symboles suivants apparaît, il est recommandé d'être particulièrement attentif et de tenir compte des mesures de sécurité indiquées.

⚠AVERTISSEMENT

Ce symbole indique un danger potentiel pouvant causer des blessures graves ou même mortelles. Des renseignements importants sur la sécurité sont également indiqués.

⚠ATTENTION

Ce symbole indique un danger potentiel pouvant causer des blessures corporelles ou des dommages à l'équipement. Des renseignements importants sur la façon de prévenir tout dommage à l'équipement ou toute blessure corporelle mineure sont également indiqués.

NOTA : Les remarques donnent des renseignements importants requérant une attention particulière.

⚠AVERTISSEMENT

CONSIGNES DE SÉCURITÉ IMPORTANTES

A. CONSERVEZ CES CONSIGNES – Pour réduire les risques d'incendie ou d'explosion, d'électrocution et de blessures, lisez et assurez-vous de bien comprendre toutes les consignes contenues dans ce manuel. Familiarisez-vous avec les commandes et l'usage correct de l'équipement.

B. AVERTISSEMENT – Pour réduire le risque d'incendie ou d'explosion :

1. Ne pulvérisez pas de matières inflammables ou combustibles près d'une flamme nue, de voyants lumineux ou de sources d'ignition telles que des objets chauds, cigarettes, moteurs, matériel et appareils électriques. Évitez de produire des étincelles en connectant et en déconnectant les cordons électriques.
2. Pour les appareils destinés à n'utiliser que des produits à l'eau – Ne pulvérisez pas et ne les nettoyez pas avec des liquides inflammables. Exclusivement pour usage avec liquides à base d'eau.
3. Pour les appareils destinés à un usage exclusif avec des produits à l'eau ou des produits minéraux de type alcool avec un point d'éclair minimum de 21 ºC (70 ºF) – Ne pulvérisez pas et ne les nettoyez pas avec des liquides ayant un point d'éclair inférieur à 21 ºC (70 ºF). Le point d'éclair est la température à laquelle un fluide peut produire suffisamment de vapeur pour s'enflammer.
4. L'écoulement de peinture ou de solvant dans l'équipement peut produire de l'électricité statique. L'électricité statique crée un risque d'incendie ou d'explosion en présence de fumées de peinture ou de solvant. Toutes les pièces du système de pulvérisateur, y compris la pompe, l'ensemble du tuyau, le pistolet de pulvérisation et les objets dans et autour de la zone de pulvérisation doivent être correctement reliés à la terre pour protéger contre les décharges d'électricité statique et les étincelles. N'utilisez que des tuyaux conducteurs ou reliés à la terre pour pulvérisateurs de peinture sous vide à haute pression, spécifiés par le fabricant.
5. Vérifiez que tous les conteneurs ou systèmes de stockage sont reliés à la terre pour éviter les décharges d'électricité statique.
6. Connectez à une prise électrique avec prise de terre et utilisez des rallonges électriques reliées à la terre. N'utilisez pas d'adaptateur 3 à 2.
7. N'utilisez pas de peinture ou de solvant contenant du halon, par exemple, le chlore, les agents antimoisissure à l'eau de Javel, le chlorure de méthylène et le trichloroéthane. Ils ne sont pas compatibles avec l'aluminium. Contactez le fournisseur de revêtements pour connaître la compatibilité du matériau avec l'aluminium.
8. La zone de pulvérisation doit toujours être bien aérée. Une bonne quantité d'air frais doit constamment traverser la zone de pulvérisation pour éviter les accumulations de vapeurs inflammables. Le système de pompage doit être placé dans une zone bien aérée. Ne pulvérisez pas le système de pompage.
9. Ne fumez pas dans la zone de pulvérisation.
10. N'actionnez pas d'interrupteurs électriques, de moteurs ou autres dispositifs produisant des étincelles dans la zone de pulvérisation.
11. Maintenez la propreté de la zone et veillez à ce qu'elle ne contienne pas de conteneurs de peinture ou de solvant, de chiffons et autres matières inflammables.
12. Sachez ce que contiennent la peinture et les solvants pulvérisés. Lisez les fiches de sécurité du matériel (MSDS) et les étiquettes apposées sur les conteneurs de peintures et de solvants. Respectez les consignes de sécurité du fabricant de peinture et de solvant.
13. Placez la pompe à une distance minimum de 7,62 mètres (25 pieds) de l'objet à pulvériser, dans une zone bien aérée (ajoutez de la longueur de tuyau si besoin est). Les vapeurs inflammables sont souvent plus lourdes que l'air. La zone près du sol doit être très bien aérée. La pompe contient des pièces qui produisent des arcs et émettent des étincelles pouvant enflammer les vapeurs.
14. Le plastique peut causer des étincelles d'électricité statique. N'accrochez aucun plastique dans une zone de pulvérisation fermée. N'utilisez pas de toiles de protection en plastique quand vous pulvérisez une matière inflammable.
15. Ayez un extincteur en bon état de fonctionnement à portée de main.

⚠AVERTISSEMENT

C. AVERTISSEMENT – Pour réduire le risque de pénétration dans la peau :

DANGER :

Blessure par injection – Le jet de fluide à haute pression produit par cet équipement peut transpercer la peau et les tissus sous-jacents, ce qui produit de graves blessures et peut entraîner une amputation. Consultez immédiatement un médecin. NE TRAITEZ PAS UNE INJECTION COMME UNE SIMPLE COUPURE.

1. Ne dirigez pas le pistolet sur et ne pulvérisez pas les personnes ou les animaux.
2. N'approchez pas les mains ni d'autres parties du corps de la sortie du produit. Par exemple, ne tentez pas d'arrêter une fuite avec une partie du corps.
3. Utilisez toujours le protège-embout de la buse. Ne pulvérisez pas sans que le protège-embout de la buse ne soit installé.
4. Utilisez exclusivement un embout de buse spécifié par le fabricant.
5. Prenez garde quand vous nettoyez ou que vous changez les embouts de buse. Si l'embout se bouche pendant que vous pulvérisez, verrouillez TOUJOURS la détente du pistolet, arrêtez la pompe et libérez toute la pression avant de réparer ou de nettoyer l'embout ou le protecteur ou avant de changer d'embout. La pression n'est pas libérée par l'arrêt du moteur. La poignée du robinet-valve PRIME/SPRAY (AMORÇAGE/ PULVÉRISATION) doit être placée sur PRIME pour libérer la pression. Consultez la PROCÉDURE DE LIBÉRATION DE PRESSION décrite dans le manuel de la pompe.

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6. Ne laissez pas l'appareil sous tension ou sous pression quand vous vous en éloignez. Quand vous n'utilisez pas l'appareil, éteignez-le et libérez la pression conformément aux instructions du fabricant.
7. La pulvérisation à haute pression peut injecter des toxines dans le corps et causer de graves blessures corporelles. Si une telle injection se produisait, consultez immédiatement un médecin.
8. Vérifiez les tuyaux et les pièces pour détecter des signes d'endommagement : une fuite peut injecter le produit dans la peau. Inspectez le tuyau avant chaque emploi. Changez tous les tuyaux ou pièces endommagés.
9. Ce système peut produire une pression de 3300 PSI / 22.8 MPa. N'utilisez que les pièces de rechange ou les accessoires spécifiés par le fabricant et ayant une pression nominale minimum de 3300 PSI. Ceci est valable pour les embouts de pulvérisation, les protecteurs de buse, les pistolets, les rallonges, les raccords et le tuyau.
10. Verrouillez toujours la détente quand vous ne pulvérisez pas. Vérifiez que le verrou de la détente fonctionne correctement.
11. Vérifiez que toutes les connexions sont bien serrées avant d'utiliser l'appareil.
12. Sachez comment arrêter l'appareil et le dépressuriser rapidement. Soyez bien familiarisé avec les commandes. La pression n'est pas libérée lorsque le moteur est arrêté. La poignée du robinet-valve PRIME/SPRAY (AMORÇAGE/PULVÉRISATION) doit être placée sur PRIME pour libérer la pression. Consultez la PROCÉDURE DE LIBÉRATION DE PRESSION décrite dans le manuel de la pompe.
13. Retirez toujours l'embout de pulvérisation avant de rincer ou de nettoyer le système.

D. AVERTISSEMENT – Pour réduire le risque de blessure :

1. Portez toujours les gants, la protection oculaire, les vêtements et un respirateur ou masque appropriés quand vous peignez. Vapeurs dangereuses – Les

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Precauciones de seguridad

Este manual contiene información que debe leer y comprender antes de usar el equipo. Cuando se encuentre con uno de los siguientes símbolos, asegúrese de observar sus indicaciones de seguridad.

⚠ADVERTENCIA

Este símbolo indica la existencia de un peligro potencial que puede causar lesiones graves o la muerte. Después del mismo se incluye información de seguridad importante.

⚠PRECAUCION

Este símbolo indica la existencia de un peligro potencial para usted o el equipo. Después del mismo se incluye información importante que indica la forma de evitar daños al equipo o la forma de prevenir lesiones menores.

NOTA: los avisos contienen información importante, présteles especial atención.

⚠ADVERTENCIA

INSTRUCCIONES DE SEGURIDAD IMPORTANTES

A. GUARDE ESTAS INSTRUCCIONES – Para reducir el riesgo de incendio o explosión, descarga eléctrica y daños a las personas, lea y comprenda todas las instrucciones incluidas en este manual. Familiarícese con los controles y con el uso adecuado del equipo.

B. ADVERTENCIA – Para reducir el riesgo de incendio o explosión:

1. No pulverice materiales inflamables ni combustibles cerca de llamas desnudas, pilotos o fuentes de ignición como objetos calientes, cigarrillos, motores, equipos eléctricos o electrodomésticos. Evite producir chispas al conectar y desconectar los cables de alimentación.
2. Para unidades que se vayan a utilizar con materiales acuosos — No pulverice ni limpie con líquidos inflamables. Para su uso con líquidos acuosos solamente.
3. Para unidades que se vayan a utilizar solamente con materiales acuosos o de tipo de alcohol mineral con un punto de inflamación mínimo de 21 ºC (69,8 ºF) — No pulverice ni limpie con líquidos que tengan un punto de inflamación por debajo de 21 ºC (69,8 ºF). El punto de inflamación es la temperatura a la que un fluido puede producir vapor suficiente como para incendiarse.
4. La pintura o disolvente que pase por el equipo puede producir electricidad estática. La electricidad estática supone un riesgo de incendio o explosión en presencia de emanaciones de pintura o disolvente. Todas las piezas del sistema pulverizador, incluyendo la bomba, el conjunto de mangueras, la pistola pulverizadora y los objetos dentro y alrededor de la zona de pulverización se conectarán a tierra para protegerlos frente a descargas estáticas y chispas. Utilice solamente mangueras para pulverizadores de pintura airless (sin aire) de alta presión conductoras o con toma a tierra especificadas por el fabricante.
5. Compruebe que todos los recipientes y sistemas de recogida están conectados a tierra para evitar descargas eléctricas.
6. Conecte a una salida con toma a tierra y utilice cables alargadores puestos a tierra. No utilice un adaptador de 3 a 2.
7. No utilice pintura o disolvente que contenga hidrocarburos halogenados, como cloro, fungicida blanqueador, cloruro de metileno y tricloroetano. No son compatibles con el aluminio. Póngase en contacto con el proveedor del material para conocer su compatibilidad con el aluminio.
8. Mantenga la zona de pulverización bien ventilada. Asegúrese de que circula aire fresco por la zona para evitar que se acumulen vapores inflamables en el aire de la zona de pulverización. Ponga el conjunto de la bomba en una zona bien ventilada. No pulverice el conjunto de la bomba.
9. No fume en la zona de pulverización.
10. No encienda interruptores de luces, motores ni productos similares que puedan producir chispas en la zona de pulverización.
11. Mantenga la zona limpia y despejada de botes de pintura y disolventes, trapos y otros materiales inflamables.
12. Infórmese del contenido de la pintura y de los disolventes que pulverice. Lea las hojas de datos sobre seguridad de los materiales (MSDS) y las etiquetas en los botes de pintura y disolvente. Siga las instrucciones de seguridad del fabricante de la pintura y del disolvente.
13. Coloque la bomba al menos a 7,62 metros (25 pies) del objeto que se va a pulverizar en una zona bien ventilada (añada más manguera si fuera necesario). Los vapores inflamables suelen ser más pesados que el aire. La zona del suelo debe estar muy bien ventilada. La bomba contiene piezas que forman arcos que producen chispas y pueden inflamar los vapores.
14. El plástico puede producir chispas estáticas. Nunca utilice plástico para cercar la zona de pulverización. No utilice cortinas de plástico mientras pulveriza material inflamable.
15. Deberá contar con equipos extintores de incendios que funcionen correctamente.

⚠ADVERTENCIA

C. ADVERTENCIA – Para reducir el riesgo de daños en la piel:

PELIGRO:

Lesión causada por inyección. La corriente de líquido a alta presión que produce este equipo puede perforar la piel y tejidos subcutáneos, pudiendo provocar graves lesiones y posibles amputaciones. Visite a un médico inmediatamente. NO TRATE UNA LESIÓN CAUSADA POR INYECCIÓN COMO UN SIMPLE CORTE.

1. No apunte con la pistola ni pulverice sobre ninguna persona ni animal.
2. Mantenga las manos y el resto del cuerpo lejos de la descarga. Por ejemplo, no trate de detener fugas con ninguna parte de su cuerpo.
3. Utilice siempre el protector de la boquilla. No pulverice sin el protector en su sitio.
4. Utilice solamente la boquilla especificada por el fabricante.
5. Tenga cuidado al limpiar y cambiar las boquillas. Si la boquilla se atasca durante la pulverización, ponga SIEMPRE el seguro del gatillo de la pistola, apague la bomba y libere toda la presión antes de reparar, limpiar el protector o la boquilla o cambiar la boquilla. La presión no se libera apagando el motor. Para liberar la presión hay que poner la manija de la válvula PRIME/SPRAY (cebar/pulverizar) en PRIME. Consulte el Procedimiento para liberar presión que se describe en el manual de la bomba.
6. No deje el aparato con corriente ni con presión cuando nadie esté pendiente de ella. Cuando no utilice el aparato, apáguelo y libere la presión siguiendo las instrucciones del fabricante.
7. La pulverización a alta presión puede inyectar toxinas en el cuerpo y producir daños graves en el mismo. En caso de que esto ocurra, visite a un médico inmediatamente.
8. Compruebe las mangueras y las piezas en busca de daños; una fuga puede inyectar material en la piel. Inspeccione la manguera antes de cada uso. Sustituya las mangueras o las piezas dañadas.

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9. Este sistema es capaz de producir 3300 PSI / 22.8 MPa. Utilice solamente piezas de repuesto o accesorios especificados por el fabricante y con una capacidad nominal de 3300 PSI como mínimo. Entre ellos se incluyen boquillas pulverizadoras, protectores para las boquillas, pistolas, alargadores, racores y mangueras.
10. Ponga siempre el seguro del gatillo cuando no esté pulverizando. Verifique que el seguro del gatillo funciona correctamente.
11. Antes de utilizar el aparato, verifique que todas las conexiones son seguras.
12. Aprenda a detener el aparato y a liberar la presión rápidamente. Familiarícese a conciencia con los controles. La presión no se libera apagando el motor. Para liberar la presión hay que poner la manija de la válvula PRIME/SPRAY (cebar/pulverizar) en PRIME. Consulte el Procedimiento para liberar presión que se describe en el manual de la bomba.
13. Quite siempre la boquilla pulverizadora antes de enjuagar o limpiar el sistema.

⚠ADVERTENCIA

D. ADVERTENCIA – Para reducir el riesgo de lesiones:

1. Cuando pinte, lleve siempre guantes, protección para los ojos, ropa y un respirador o máscara adecuados. Vapores peligrosos: Las pinturas, disolventes, insecticidas y otros materiales pueden ser perjudiciales si se inhalan o entran en contacto con el cuerpo. Los vapores pueden producir nauseas intensas, desmayos o envenenamiento.
2. Nunca utilice el aparato ni pulverice cerca de niños. Mantenga el equipo alejado de los niños en todo momento.
3. No se estire demasiado ni se apoye sobre un soporte inestable. Mantenga los pies bien apoyados y el equilibrio en todo momento.
4. No se distraiga y tenga cuidado con lo que hace.
5. No utilice el aparato si está fatigado o se encuentra bajo la influencia del alcohol o de las drogas.
6. No retuerza ni doble la manguera en exceso. En la manguera airless pueden aparecer fugas a causa del desgaste, de retorcimientos o de un mal uso. Una fuga puede inyectar material en la piel.
7. No exponga la manguera a temperaturas o presiones que superen las especificadas por el fabricante.
8. No utilice la manguera como elemento de fuerza para tirar del equipo o levantarlo.
9. Utilice la presión más baja posible para enjuagar el equipo.
10. Cumpla todos los reglamentos locales, estatales y nacionales pertinentes relativos a ventilación, prevención de incendios y funcionamiento.
11. Las normas sobre seguridad del gobierno de los Estados Unidos se han adoptado al amparo de la Ley de salud y seguridad ocupacional (OSHA). Deben consultarse tres normas, particularmente la sección 1910 de las Normas generales y la sección 1926 de las Normas sobre construcción.
12. Cada vez que vaya a utilizar el equipo, compruebe antes todas las mangueras en busca de cortes, fugas, abrasión o bultos en la cubierta. Compruebe el movimiento de los acoplamientos y si están dañados. Sustituya inmediatamente una manguera si descubre alguna de estas anomalías. No repare nunca una manguera de pintura. Sustitúyala por una manguera conductora a alta presión.
13. No pulverice al aire libre si hace viento.
14. Desenchufe siempre el cable antes de trabajar en el equipo.

Seguridad del motor de gasolina

⚠ADVERTENCIA

El escape del motor de esta unidad contiene productos químicos que el Estado de California reconoce que causan cáncer, defectos congénitos u otros daños a la reproducción.

1. Los motores Honda han sido diseñados para ofrecer un servicio seguro y fiable, si son manejados de acuerdo con las instrucciones. Lea y comprenda el Manual del Propietario de Honda antes de hacer funcionar el motor. Si no hace esto, podrían producirse lesiones personales o daños en el equipo.
2. Para evitar riesgos de incendio y proporcionar una ventilación adecuada, mantenga el motor como mínimo a 1 metro (tres pies) de edificios y de otros equipos durante su funcionamiento. No coloque objetos inflamables cerca del motor.
3. Los niños y los animales de compañía deben mantenerse alejados del área de trabajo, debido a la posibilidad de quemaduras producidas por los componentes calientes del motor o de daños producidos por el equipo al que haga funcionar el motor.
4. Conozca el modo de detener rápidamente el motor, y entienda el funcionamiento de todos los controles. No permita que nadie haga funcionar el motor sin las instrucciones adecuadas.
5. La gasolina es extremadamente inflamable y es explosiva en determinadas circunstancias.
6. Reabastézcase de combustible en una zona bien ventilada y con el motor apagado. No fume ni permita que haya llamas ni chispas en el área de reabastecimiento de combustible ni donde se almacene la gasolina.
7. No llene excesivamente el tanque de combustible. Tras repostar, asegúrese de que la tapa del tanque está adecuadamente cerrada y asegurada.
8. Tenga cuidado de no derramar combustible cuando realice el reabastecimiento. Los vapores del combustible o el combustible derramado pueden inflamarse. Si se derrama combustible, asegúrese de que el área esté seca antes de arrancar el motor.
9. Nunca haga funcionar el motor en un área cerrada o reducida. Los gases de escape contienen monóxido de carbono tóxico: su exposición puede causar la pérdida del conocimiento y puede originar la muerte.
10. El silenciador se calienta mucho durante el funcionamiento y permanece caliente durante un tiempo después de que el motor esté parado. Tenga cuidado de no tocar el silenciador mientras está caliente. Para evitar quemaduras graves o riesgos de incendio, deje que el motor se enfríe antes de transportarlo o almacenarlo en el interior.
11. Nunca transporte una unidad con gasolina en el tanque.

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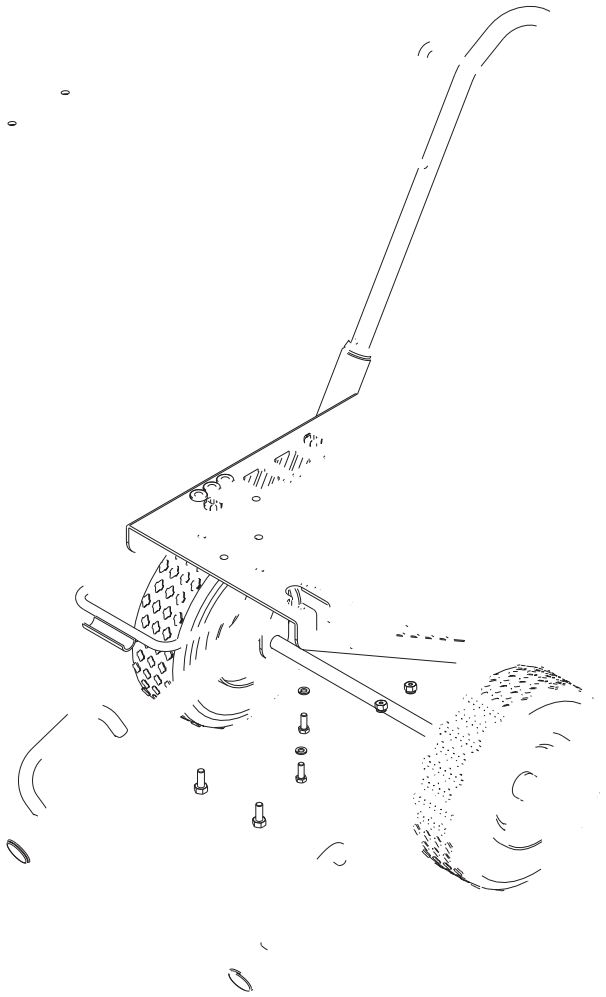
Parts List
Main Assembly



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Drive Assembly

Item	Part #	Description	Quantity
1	9850936	ON/OFF switch	1
2	0509558	Electronic pressure control assembly	1
3	0509556	Screw	4
4	0507973	Potentiometer	1
5	9800340	Ground screw	1
6	0509495	Gasket	1
7	0509562	Ball	2
8	0509564	Gear assembly	1
9	0509559	Thrust washer	1
10	0555188	Pump housing	1
11	0509155	Slider assembly	1
12	0509541	Washer	4
13	0509539	Socket screw, 2.25”	2
14	0509540	Socket screw, 2”	2
15	0509561	Socket screw	4
16	53171	Lock washer	4
17	0509157	Slider housing	1
18	0509565	Retaining ring	1
19	0509567	Drive shaft assembly	1
20	0555902	Clutch field assembly	1
21	0507748	Cap	1
22	0507740	Pressure control knob	1
23	0507749	Seal nut	1
24	0509557	Mounting plate	1
25	0507784	Grommet, 7/16”	1
26	0509531	Grommet, liquid tight	1
27	0555189	Gear housing	1
28	0509573	Set screw	6
29	0509563	Thrust bearing	1
30	0509574	Plug	1
31	0509538	Screw	4
32	0555633	Clutch housing	1
33	0509619	Clutch hub	1
34	0509570	Clutch hub and armature (includes items 28(2), 33, and 35)	1
35	0509571	Taper lock bushing (includes item 28(2))	1
36	0509566	Socket screw	3
37	0295694	Lock washer	3
38	0509568	Clutch rotor	1
39	0555621	Engine	1
40	0509569	Hex screw	4
41	0507786	Lock washer	4

NOTE: All electrical work should be performed by a SprayTECH authorized service center.

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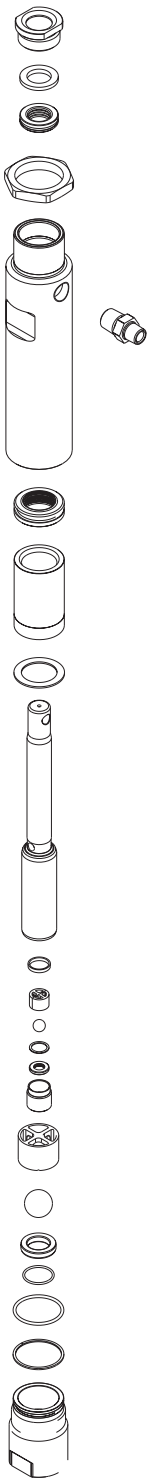
Fluid Section Assembly (P/N 0509144)



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Cart Assembly

Item	Part #	Description	Quantity
1	0507766	Handle (includes items 2–5, 11, and 12)	1
2	9841504	Snap button	2
3	0295609	Handle washer	2
4	0295610	Roll pin	2
5	0295607	Handle sleeve	2
6	0555603	Strain relief	2
7	0507784	Grommet	3
8	0509625	Axle cap	2
9	0509626	Wheel spacer	2
10	9885571	Plug	2
11	0509386	Lock washer	4
12	0295608	Screw	4
13	0555218	Cart (includes item 10)	1
14	0509624	Wheel	2

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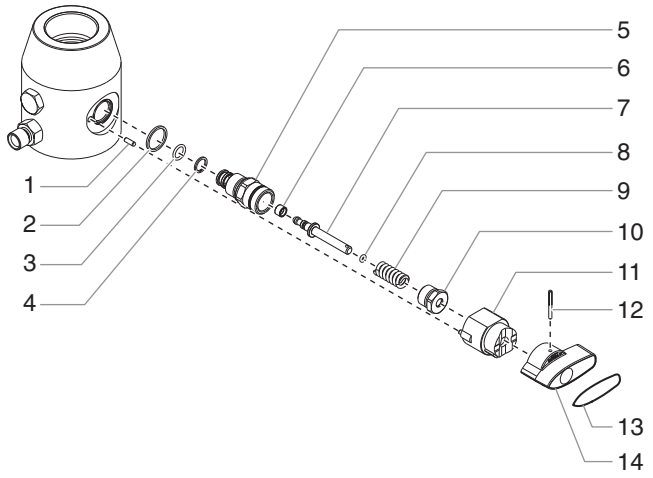
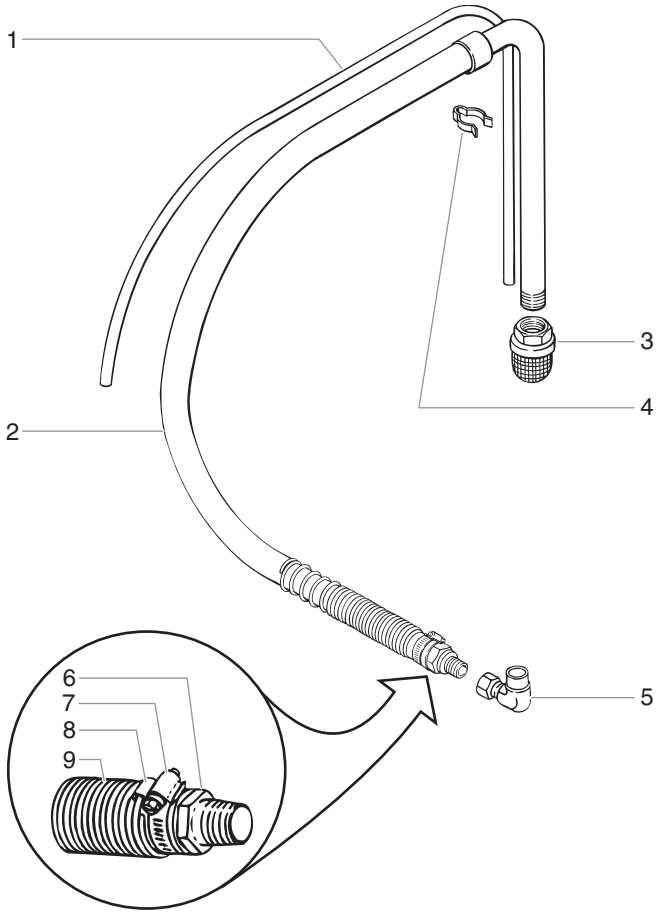
PRIME/SPRAY Valve Assembly (P/N 0507690)



Item	Part #	Description	Quantity
1	0507736	Dowel pin	1
2	0507745	Gasket	1
3	5000529	O-ring, Teflon	1
4	0507741	O-ring, Viton	1
5	0507744	Valve housing	1
6	0507746	Valve seat	1
7	0507743	Valve stem	1
8	5006547	O-ring, Viton	1
9	0507747	Spring	1
10	0507742	Valve retainer	1
11	0507735	Cam base	1
12	5006543	Groove pin	1
13	0508330	Label, SprayTECH	1
14	0507662	Valve handle	1

5 Gallon Siphon Set (optional)



Item	Part #	Description	Quantity
1	0507964	Return hose	1
2	0509185	Siphon hose	1
3	5006536	Inlet screen	1
4	0507783	Clamp	1
5	0509727	Swivel elbow	1
6	0509760	Adapter	1
7	0509761	Hose clamp	1
8	0509788	Clip	1
9	0509789	Spring	1

55 Gallon Siphon Set (optional, P/N 0507977)

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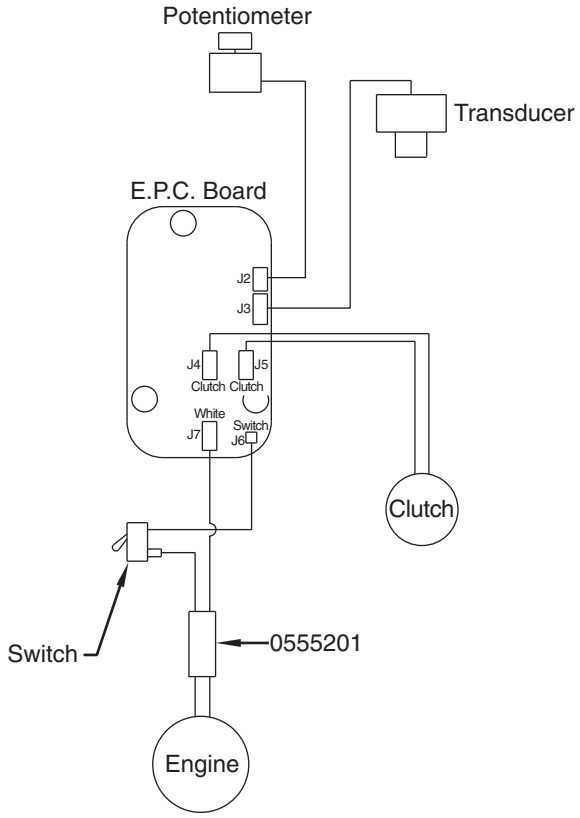
Electrical Schematic



Labels

Part #	Description
0555898	Logo label, front
0295840	Warning label, explosion
0295841	Warning label, injection
0295805	Shock hazard label
0509819	“No Oil” label

Accessories

Part No.	Description
0550xxx	Tip Assembly
0297078	Tip Guard (11/16”)
0297070	Tip Guard (7/8”)
0508342	Hose, 25’ x 3/8”
0291006	Hose, 50’ x 3/8”
0291002	Hose, Wireless, 25’ x 1/4"
0291000	Hose, Wireless, 50’ x 1/4"
0093896	Hose Connector, 1/4” x 1/4”M
0088162	Fitting, 3/8” M x 1/4” M
0088160	Fitting, 3/8” M x 3/8” M
0088154	Pressure Gauge, 0–5000 PSI
0152001	Power Roller Gun Attachment, 11/16”
0152308	9" Roller Cover, 3/8” Nap
0152307	9" Roller Cover, 1/2” Nap
0152309	9" Roller Cover, 3/4” Nap
0152310	9" Roller Cover, 1-1/4” Nap
0152235	12" Roller Cover, 1/2" Nap
0152236	12" Roller Cover, 3/8" Nap
0152237	12" Roller Cover, 3/4" Nap
0152238	12" Roller Cover, 1-1/4" Nap
0093930	Anti-Seize Compound
0152909	R-10 Telescoping Roller, 9", 3/8" Nap
0152900	R-10 Telescoping 12" Roller, 3/8" Nap
0296329	G-10 XL Four Finger Airless Spray Gun (no tip)
0296235	G-10 XL Four Finger Airless Spray Gun with 517 reversible tip
0296260	G-10 XL Two Finger Airless Spray Gun (no tip)
0296236	G-10 XL Two Finger Airless Spray Gun with 517 reversible tIp
0296326	G-10 XL Four Finger Spray Pack with 50’ x 1/4” airless hose
0296327	G-10 XL Two Finger Spray Pack with 50” x 1/4” airless hose
0296297	G-12 XL Airless Spray Gun with 517 reversible tIp
0296330	G-12 XL Spray Pack with 50’ x 1/4” airless hose
0296470	G-15 XL Airless Spray Gun with 517 Reversible TIp
0296328	G-15 XL Spray Pack with 50’ x 1/4” airless hose
0279920	Separating oil
0507958	Electrostatic discharge (ESD) wrist strap
9870307	Grease, 6 lb. can

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Limited Warranty

SprayTECH, a division of Wagner Spray Tech Corporation ("SprayTECH"), warrants that at the time of delivery to the original purchaser for use (“End User”), the equipment covered by this warranty is free from defects in material and workmanship. With the exception of any special, limited, or extended warranty published by SprayTECH, SprayTECH ’s obligation under this warranty is limited to replacing or repairing without charge those parts which, to SprayTECH ’s reasonable satisfaction, are shown to be defective within twelve (12) months after sale to the End User. This warranty applies only when the unit is installed and operated in accordance with the recommendations and instructions of SprayTECH.

This warranty does not apply in the case of damage or wear caused by abrasion, corrosion or misuse, negligence, accident, faulty installation, substitution of non- SprayTECH component parts, or tampering with the unit in a manner to impair normal operation.

Defective parts are to be returned to an authorized SprayTECH sales/service outlet. All transportation charges, including return to the factory, if necessary, are to be borne and prepaid by the End User. Repaired or replaced equipment will be returned to the End User transportation prepaid.

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Patents

These products are covered by one or more of the following U.S. patents:

6,031,352	5,848,566	5,769,321	5,725,364	5,671,656	5,435,697	5,228,842
5,346,037	5,252,210	5,217,238	5,192,425	4,908,538	4,768,929	4,744,571
D384,676	6,179,222	5,934,883	4,723,892			

Material Safety Data Sheets (MSDS) are available on SprayTECH’s website or by calling Technical Service.

SprayTECH
1770 Fernbrook Lane
Minneapolis, MN 55447

Technical Assistance: 1-800-292-4637
Order Entry: 1-800-443-4500
Fax: 1-800-525-9501

www.spraytechinc.com

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